



City of Edmonds

Community Services Department

Date: April 20, 2006
To: Mayor Haakenson and City Council members
From: Stephen Clifton, AICP, Community Services Director
Subject: Community Services Quarterly Report – October 2005

As requested by the City Council, this report provides an update on major projects currently worked on by Community Services Department staff.

I. EDMONDS CROSSING

Project Description

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to Pt. Edwards, south of the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity passenger (Amtrak) and commuter rail (Sounder) service; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, waiting areas; and a system linking these facilities to allow for the safe movement of users.

Significant Activities Since January 20, 2006

- January, February, March and April, 2006 – City staff continued to monitor and participate in activities related to the Regional Transportation Investment District (RTID). Additionally, staff followed and commented on proposed legislation affecting RTID and Sound Transit. Snohomish, King and Pierce County Regional Transportation Investment District information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- March, 2006 – As mentioned in the January, 2006 quarterly report, two state legislative delegations representing Edmonds, along with the Mayor of Edmonds, sent a letter to Mike Anderson, CEO at Washington State Ferries in May of 2005 asking that within their 2006 supplemental budget request to the Legislature, they adjust WSF's "out years" financial plan. Within the 2005 legislative transportation package, \$1,500,000, \$10,295,000 and \$23,170,000 was appropriated for the 2005-2007, 2011-2013 and 2013-2015 bienniums respectively. Specifically, the request, if approved, would move amounts appropriated in the 2011-2013 and 2013-2015 bienna forward one biennium to help begin constructing Phase 1 Edmonds Crossing components in 2009.

As requested, the final supplemental 2006 transportation budget (SB 6241) included acceleration funding for Edmonds Crossing. The budget moved \$6 million from the 2011-13 biennium and deposited \$3 million each into the 2007-2009 and 2009-2011 biennia. This leaves \$4,295,000 within the 2011-2013 biennium.

- March, 2006 – Additional funding in the amount of \$22,642,000 for the Edmonds Crossing project was appropriated as part of the final supplemental State transportation budget. The amount was appropriated for the 2015-2017 biennium. Since year 2002, the amount secured through the appropriation process totals \$73M. Add \$6M in available federal funding secured by my predecessor prior to 2000 and the total reaches \$79M.
- March 29, 2006 – Governor signed HB2871 amending RTID legislation. The bill prohibits RTID and Sound Transit transportation packages from going to the ballot in 2006 and requiring them to be placed on the November 2007 ballot together; each proposal must pass for the other to pass. The legislation also establishes a transportation governance commission with the Governor responsible for appointing citizens to the commission. Once created, a commission must provide recommendations to the 2007 legislature for reforming transportation governance in the Puget Sound region.
 - Other changes to RTID statutes:
 - Streamline ballot title
 - MVET increased to 0.8%
 - Reduces local match requirement (33% to 15%)
 - Revised tolling authority
 - Reduced potential increase in sales tax to 0.1%
 - Exempts Peninsula west of Narrows Bridge from RTID
 - Expands Transportation Benefit District authority to King, Pierce, & Snohomish Counties effective December 1, 2007
 - Allows for single-county RTID if no RTID exists on December 1, 2007
 - Requires Seattle to conduct an advisory vote on Alaskan Way viaduct tunnel or rebuild OR City Council may adopt ordinance that picks preferred alternative
- February 17, 2006 – Over the past several months, I have been working with WSDOT and WSF to identify components of the Edmonds Crossing project that

could be constructed earlier than the 2011 date proposed by WSF. Related to this effort is a FFY 2007 federal appropriation request which I submitted to Patton Boggs. The requested funds would help pay for critically needed funding to begin constructing base elements of Edmonds Crossing. Specific funding would pay for:

- State Route 104 and Pine Street - Full intersection improvements (road and signal work). State Route 104 is classified as a Highway of National and Statewide Significance.
- Full Access Road Improvements between State Route 104/Pine Street Intersection and Pine Street/Edmonds Crossing Access Road Intersection
- Pine Street / Terminal Access - Full Intersection Improvements (road and signal)

Environmental Benefit: Project includes removing existing constricted culvert and installing oversized culvert over Willow Creek to improve fish passage

II. SOUND TRANSIT

Project Description

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which pays for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day, i.e., four round trips, and will include reverse trips. This is a reduction of two round trips from the originally proposed operational plan. Initial service will be phased in. The first roundtrip train run began in December, 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

Sound Transit 2: The Next Generation

With an updated study and a Long-Range Plan that accounts for new growth, Sound Transit is working to set priorities for Sound Transit II — the next set of investments in our regional mass transit system. These projects will build directly on the system that is up and running today to create more options for travel.

As mentioned in previous quarterly reports, Sound Transit has been working to establish Sound Transit II priorities with input from the public, local cities and counties, elected officials, civic groups, planning groups, and their transit partners among others, to set priorities on a wide range of investment options. Although Sound Transit had been considering presenting a Sound Transit II investment plan to the voters in the fall of 2006, recently amended RTID legislation prevents such from occurring. Specifically, HB2871 requires RTID and Sound Transit transportation plans to be placed on the November 2007 ballot together and each proposal must pass independently in order for both to be considered passed.

Significant Activities since January 20, 2006

- January, February, March and April, 2006 – Sound Transit continued to study potential Sound Transit II projects in depth for possible submission to voters as part of a second package of regional transit improvements. As a result of amendments to the RTID legislation, the following revised schedule was presented to the Sound Transit Executive Board on April, 13, 2006:
 - Early 2nd Quarter* — Refine/Develop project scope & cost estimates
 - Late 2nd Quarter* — Sample scenarios released for discussion and review
 - Late 2nd Quarter / Early 3rd Quarter* — Board identifies draft transit plan
 - 2nd Quarter – 4th Quarter* — Public outreach. Consul with representatives from the Regional Transportation Investment District
 - Fall 2006* — ST Board adopts preferred transit plan
- January, February, March and April, 2006 - Sound Transit's consultant continued to work on an Alternatives Analysis and Sequencing Plan for the Edmonds Commuter Rail Station located between Dayton and Main Streets. The design program for the station has changed because of changes in other related major projects, namely the Edmonds Crossing project and BNSF's project to construct a second rail line through Edmonds and the station area. These projects have a great influence on the design of the interim station but are beyond Sound Transit's control. A sequencing plan is required to assist Sound Transit in determining the most cost effective way to advance development of this project. Once Sound Transit has selected a preferred alternative, preliminary engineering will be refined to reflect the preferred alternative and to complete any necessary additional environmental review.
- January 24, 2006 – Councilmember Marin introduced a resolution to support several projects currently contained within a preliminary Sound Transit II list of projects that could eventually lead to LINK light rail being built within Snohomish County. Included on the list is Sound Transit Project N23, aka Edmonds

Crossing, which is of significant importance to the City and region. If supported by the Sound Transit Executive Board, Project N23 includes funding to pay for Sound Transit related components of Edmonds Crossing. The City Council approved the resolution with amendments which did not effect the overall support of Project N23.

- February 15, 2006 – I attended a Lynnwood City Council meeting to present information on the Edmonds Crossing project. The purpose was to solicit support from the Lynnwood City Council as it relates to keeping project N23 (Edmonds Crossing) on the Sound Transit II project list. On February 27, 2006, the Lynnwood City Council took formal action to support the project as part of a resolution supporting a variety of proposed Sound Transit projects located within Snohomish County.
- April 13, 2006 – I met with representatives from Washington State Ferries and Sound Transit to review what specific Edmonds Crossing elements could be funded by Sound Transit as a part of Sound Transit II. We also reviewed this potential funding source in relation to potential funding from the Regional Transportation Investment District and appropriated funds from federal and state governments.

III. UNOCAL SITE CLEANUP

Project Description

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation.

Significant Activities since January 20, 2006

- January, February, March and April 2006 – No significant action.

IV. EDMONDS PUBLIC FACILITIES DISTRICT

Project Description

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001. The Board is pursuing renovation of the original Edmonds High School Auditorium in order to transform it into a first class Edmonds Center for the Arts (ECA) and multipurpose facility.

Significant Activities Since January 20, 2006

- January, February, March, and April, 2005 – The Fundraising Campaign Committee continued its focus on fundraising activities.
- February 17, 2006 – I submitted a FFY 2007 federal appropriation request to Patton Boggs for the Edmonds Center for the Arts project. The funding, if approved, would help pay for Edmonds Center for the Arts Phase 1B improvements to the back of house and gymnasium.
- March 16, 2006 – Construction timeline reached the halfway point.

V. SNOHOMISH COUNTY PAINE FIELD

Overview

On July 14, 2004, a Mead & Hunt Inc. Business Travel Survey was issued which focused on the market potential and options for Paine Field. On August 20, 2004, a Snohomish County Citizen Cabinet issued an Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Both reports put Paine Field in the regional spotlight as they highlight the possibility of using Paine Field for commercial aircraft operations, thus changing its general aviation status.

Significant Activities Since January 20, 2006

- March 24, 2006 – Snohomish County issued Request for Qualifications inviting "interested, experienced and qualified Airport and Economic planning firms to submit Statements of Qualifications (SOQ) to provide technical consulting services and studies regarding possible introduction of scheduled air service at the Snohomish County Airport. Snohomish County has assembled a panel of interested parties to review the Role of the Snohomish County Airport - Paine Field. A key element in the panel's deliberations will be an understanding of the possible community effects (noise, property values, tax base, economic development, community impacts, etc.) which could occur due to the introduction of commercial air service at the Airport."

After Statements of Qualifications are received by the County's Purchasing Division, a selection committee will rank each RFQ submittal based upon scoring criteria outlined in the RFQ.

Snohomish County expects to follow this schedule:

- April 14, 2006 Deadline for County to receive Statements of Qualification.
- April 21, 2006 SOQ scoring completed. County notifies selected firm or alternately the top 3 firms selected for presentation / interviews of short-listed finalists.
- April 27, 2006 Consultant presentations / Interviews and selection of firm.